

## **EXHIBIT A**

### **FINDINGS FOR A-ENGROSSED ORDINANCE NO. 827**

#### **AN ORDINANCE AMENDING THE COMMUNITY DEVELOPMENT CODE RELATED TO PARKING AND LOADING STANDARDS**

**October 24, 2017**

Part 1 – General Findings

Part 2 – Statewide Planning Goal Findings

Part 3 - Metro's Urban Growth Management Functional Plan Findings

#### **Part 1:**

#### **GENERAL FINDINGS**

A-Engrossed Ordinance No. 827 amends the Community Development Code (CDC) to update the County's parking and loading standards.

#### **Key Ordinance Provisions**

The amendments proposed by A-Engrossed Ordinance No. 827 address the following:

- a) Revise on and off-street parking requirements to simplify and provide additional flexibility.
- b) Revise the minimum off-street parking ratios for attached residential, as well as some institutional, commercial, and office uses.
- c) Expand the provisions for reducing required off-street parking by allowing up to a 50 percent reduction for a combination of shared parking agreements and mixed-use development, increasing allowance for proximity to transit, and adding a reduction for on-street parking.
- d) Add a discretionary provision allowing an applicant to submit a parking study for up to a 100 percent reduction in required off-street parking.
- e) Add clear and objective off-street parking requirements related to regulated affordable housing.
- f) Add provisions for electric vehicle and motorcycle parking.

The Washington County Board of Commissioners (Board) finds that the Goals apply to amendments covered by these findings only to the extent noted in specific responses to individual applicable Goals, and that each amendment complies with the Goals. Goals 15 (Willamette River Greenway), 16 (Estuarine Resources), 17 (Coastal Shorelands), 18 (Beaches and Dunes), and 19 (Ocean Resources) and related Oregon Administrative Rules (OAR) are not addressed because these resources are not located within Washington County.

The County is also required to make findings that the amendments are consistent with the requirements of Metro's Urban Growth Management Functional Plan (UGMFP). These findings are addressed in this document.

**Part 2:**  
**STATEWIDE PLANNING GOAL FINDINGS**

The purpose of the findings in this document is to demonstrate that A-Engrossed Ordinance No. 827 is consistent with Statewide Planning Goals (Goals), Oregon Revised Statutes (ORS), Oregon Administrative Rule (OAR) requirements, Metro's Urban Growth Management Functional Plan (UGMFP), and Washington County's Comprehensive Plan (Plan). The County's Plan was adopted to implement the aforementioned planning documents and was acknowledged by the State of Oregon. The County follows the post-acknowledgement plan amendment (PAPA) process to update the Plan with new state and regional regulations as necessary and relies in part upon these prior state review processes to demonstrate compliance with all necessary requirements. No goal compliance issues were raised in the hearing proceedings described below. In addition, none of the proposed changes to the map and text of the Plan implicate a goal compliance issue. The following precautionary findings are provided to demonstrate ongoing compliance.

**Goal 1 - Citizen Involvement**

Goal 1 addresses Citizen Involvement by requiring the implementation of a comprehensive program to stimulate citizen participation in the planning process. Washington County has an acknowledged citizen involvement program that provides a range of opportunities for citizens and other interested parties to participate in all phases of the planning process. In addition, Chapter X of the County's Charter sets forth specific requirements for citizen involvement during review and adoption of land use ordinances. Washington County has followed these requirements for the adoption of A-Engrossed Ordinance No. 827.

**Goal 2 - Land Use Planning**

Goal 2 addresses Land Use Planning by requiring an adequate factual base to support a decision as well as coordination with affected governmental entities. Washington County has an acknowledged land use planning process that provides for the review and update of the various elements of the Plan, which includes documents such as the Rural/Natural Resource Plan, Comprehensive Framework Plan for the Urban Area (CFP), Community Plans, Community Development Code (CDC), and Transportation System Plan (TSP). Washington County utilized this process to adopt A-Engrossed Ordinance No. 827.

Notice was coordinated with all affected governmental entities and no comments were received regarding the ordinance.

**Goal 3 – Agricultural Lands**

Goal 3 seeks to preserve and maintain agricultural lands for farm use, consistent with existing and future needs for agricultural products, forest and open space, and with the state's agricultural

land use policies. Policy 15, Implementing Strategies (a) and (f), of the Rural/Natural Resource Plan include provisions for the preservation of agricultural lands.

A-Engrossed Ordinance No. 827 does not amend the Policy 15 provisions, therefore, plan compliance with Goal 3 is maintained. The amendments are consistent with the County's acknowledged policies and standards for the protection of agricultural lands.

#### **Goal 4 – Forestlands**

Goal 4 addresses the conservation of forest lands by maintaining the forest land base and protecting the state's forest economy by making possible economically efficient forest practices. Policy 16, Implementing Strategies (a) and (c) of the Rural/Natural Resource Plan include provisions for the conservation and maintenance of forest lands.

A-Engrossed Ordinance No. 827 does not amend the Policy 16 provisions, therefore, plan compliance with Goal 4 is maintained. The amendments are consistent with the County's acknowledged policies and standards for the protection of forestlands.

#### **Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces**

Goal 5 addresses the protection of natural resources and the conservation of scenic, cultural, and historic areas and open spaces by requiring local programs to protect these resources in order to promote a healthy environment and natural landscape that contributes to Oregon's livability for present and future generations.

In addition, OAR 660-023-0250 requires application of current Goal 5 provisions to post-acknowledgment plan amendments (PAPAs) when the PAPA 1) creates or amends a resource list or a portion of an acknowledged plan or land use regulation that protects a significant Goal 5 resource, or 2) allows new uses that could be conflicting uses with a particular Goal 5 site.

Policies 10, 11 and 12 of the CFP, Policies 7, 9, 10, 11, 12 and 13 of the Rural/Natural Resource Plan, and various sections of the Community Plans and the CDC include provisions for the protection of Goal 5 resources.

A-Engrossed Ordinance No. 827 does not amend the applicable Plan policies, Community Plans or CDC standards related to Goal 5 resources. Plan compliance with Goal 5 is maintained with the amendments made by A-Engrossed Ordinance No. 827. The amendments are consistent with the County's acknowledged policies and standards for protection of Goal 5 resources.

#### **Goal 6 - Air, Water and Land Resources Quality**

Goal 6 requires the maintenance and improvement of the quality of the air, water and land resources of the state through the implementation of local plans that address waste and process discharge. Policies 4, 5, 6 and 7 of the CFP and Policies 4, 5, 6, and 7 of the Rural/Natural Resource Plan provide for the maintenance and improvement of the quality of air, water and land resources.

A-Engrossed Ordinance No. 827 amends CDC Section 413 (Parking and Loading). The amendments reduce minimum parking ratios and increase flexibility for future development or redevelopment to better reflect prevailing demand, and are founded on local parking analyses, available research, and consistency with local and regional jurisdictions. Right sizing parking is cited as one of the tools that can be used to encourage use of travel modes other than the single occupant vehicle, thus reducing total vehicle miles traveled. Reducing VMT can result in other desired outcomes such as reducing congestion, reducing air pollution, improving personal health of county residents, encouraging more efficient use of land, and maintaining and enhancing overall livability.

Plan compliance with Goal 6 is maintained with the amendments made by A-Engrossed Ordinance No. 827. The amendments are consistent with the County's acknowledged policies and standards for protection of Goal 6 resources.

### **Goal 7 - Areas Subject to Natural Hazards**

Goal 7 requires the implementation of local land use programs that reduce the risk to people and property from natural hazards such as floods, landslides and earthquakes. Policy 8 of the CFP and Policy 8 of the Rural/Natural Resource Plan set out the County's policy to protect life and property from natural disasters and hazards.

A-Engrossed Ordinance No. 827 does not amend the applicable Plan policies and strategies for natural disasters and hazards or CDC standards related to flood plain areas. Plan compliance with Goal 7 is maintained with the amendments made by A-Engrossed Ordinance No. 827. The amendments are consistent with the County's acknowledged policies and standards for regulating development exposed to potential natural disasters and hazards addressed by Goal 7.

### **Goal 8 - Recreational Needs**

Goal 8 requires local jurisdictions to satisfy the recreational needs of citizens and visitors by planning and providing for the siting of necessary recreational facilities. Policies 33, 34 and 35 of the CFP, Policy 24 of the Rural/Natural Resource Plan and the individual Community Plans address the recreational needs of Washington County's residents and visitors.

A-Engrossed Ordinance No. 827 does not amend the applicable Plan policies or Community Plans regarding recreational needs. Plan compliance with Goal 8 is maintained with the amendments made by A-Engrossed Ordinance No. 827. The amendments are consistent with the County's acknowledged policies and standards for satisfying recreational needs as required by Goal 8.

### **Goal 9 – Economic Development**

Goal 9 requires the provision of adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare and prosperity of citizens. Policy 20 of the CFP and Policies 15, 16, 20 and 21 of the Rural/Natural Resource Plan set out the County's policies to strengthen the local economy. The CDC contributes to a sound economy by providing standards that facilitate development in an orderly and efficient fashion.

A-Engrossed Ordinance No. 827 does not amend the applicable Plan policies or CDC standards relating to economic development. Plan compliance with Goal 9 is maintained with the amendments made by A-Engrossed Ordinance No. 827. The amendments are consistent with the County’s acknowledged policies and standards for strengthening the local economy as required by Goal 9.

**Goal 10 - Housing**

Goal 10 requires the provision of housing, including adequate numbers of units within a range of prices, types and densities that provide realistic options to meet citizen needs. Policies 21, 22, 23 and 24 of the CFP, and Policies 19 and 25 of the Rural/Natural Resource Plan address the provision of housing in the urban and rural areas of the county. The CDC contributes to the provision of adequate housing by establishing standards that facilitate development in an orderly and efficient fashion.

A-Engrossed Ordinance No. 827 amendments to CDC Section 413 (Parking and Loading) add clear and objective off-street parking requirements related to regulated affordable housing and generally reduces parking requirements for other housing. The amendments support housing by allowing a smaller amount of land dedicated to, as well as a reduced cost to construct, required parking. This may result in achieving economies of scale that make housing developments more feasible. The amendments comply with the state’s “needed housing” rule, ORS 197.303 – 197.307, which requires local governments to apply only clear and objective standards to the development of needed housing. The amendments are consistent with the County’s acknowledged policies and standards for the provision of housing as required by Goal 10.

**Goal 11 - Public Facilities and Services**

Goal 11 requires a plan for the orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development. Policies 15, 25, 26, 27, 28, 29, 30 and 31 of the CFP, and Policy 22 of the Rural/Natural Resource Plan address the provision of public facilities and services in the urban and rural areas of unincorporated Washington County. The CDC requires that adequate public facilities and services be available for new development.

A-Engrossed Ordinance No. 827 does not amend the applicable Plan policies or CDC standards relating to public facilities and services. Plan compliance with Goal 11 is maintained with the amendments made by A-Engrossed Ordinance No. 827. The amendments are consistent with the County’s acknowledged policies and strategies for provision of public facilities and services as required by Goal 11.

**Goal 12 - Transportation**

Goal 12 requires the provision and encouragement of a safe, convenient, multi-modal, and economic transportation system. Policy 32 of the CFP, Policy 23 of the Rural/Natural Resource Plan, and in particular, the Washington County Transportation System Plan (TSP) describe the transportation system necessary to accommodate the transportation needs of Washington County. Implementing measures are contained in the TSP, Community Plans, and the CDC.

A-Engrossed Ordinance No. 827 amends CDC Section 413 (Parking and Loading). The amendments reduce minimum parking ratios that better reflect prevailing demand, and are founded on local parking analyses and available research. The amendments enable increased flexibility in how off-street parking is supplied for and increase flexibility for future development or redevelopment that is more responsive to land use and transportation context and encourage the use of travel modes other than the single occupant vehicle. The amendments have the potential to result in other desired outcomes such as reducing congestion, reducing air pollution, improving personal health of county residents, encouraging more efficient use of land, and maintaining and enhancing overall livability.

The amendments are consistent with the County’s acknowledged policies and strategies for the provision of transportation facilities and services as required by Goal 12 (the Transportation Planning Rule or TPR, implemented via OAR Chapter 660, Division 12). Brief summaries of the applicable TPR provisions are followed by findings of compliance.

660-012-0045

Implementation of the Transportation System Plan

- (5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:
- a. Allow transit-oriented developments (TODs) on lands along transit routes;
  - b. Implements a demand management program to meet the measurable standards set in the TSP in response to OAR 660-012-0035(4);
  - c. Implements a parking plan which:
    - (A) Achieves a 10 percent reduction in the number of parking spaces per capita in the MPO area over the planning period. This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses;
    - (B) Aids in achieving the measurable standards set in the TSP in response to OAR 660-012-0035(4);
    - (C) Includes land use and subdivision regulations setting minimum and maximum parking requirements in appropriate locations, such as downtowns, designated regional or community centers, and transit oriented-developments; and
    - (D) Is consistent with demand management programs, transit-oriented development requirements and planned transit service.
  - d. As an alternative to (c) above, local governments in an MPO may instead revise ordinance requirements for parking as follows:
    - (A) Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;
    - (B) Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;
    - (C) Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;

- (D) Exempt structured parking and on-street parking from parking maximums;
  - (E) Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips); and
  - (F) Provide for designation of residential parking districts.
- e. Require all major industrial, institutional, retail and office developments to provide either a transit stop on site or connection to a transit stop along a transit trunk route when the transit operator requires such an improvement.

A-Engrossed Ordinance No. 827 amends off-street parking minimum ratios for some residential, commercial, industrial, office, and institutional uses; maintains existing adopted off-street parking maximums; and allows provisions of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements.

Therefore, the amendments in A-Engrossed Ordinance No. 827 are consistent with the TPR.

### **Goal 13 - Energy Conservation**

Goal 13 requires developed land uses to be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles. Policies 36, 37, 38, 39 and 40 of the CFP, and Policy 25 of the Rural/Natural Resource Plan address energy conservation in the urban and rural areas of unincorporated Washington County. The CDC implements the energy conservation policies by establishing standards that promote energy efficient development, especially in Article IV.

A-Engrossed Ordinance No. 827 amends CDC Section 413 (Parking and Loading). The amendments reduce minimum parking ratios and increase flexibility for future development or redevelopment to better reflect prevailing demand, and are founded on local parking analyses, available research, and consistency with local and regional jurisdictions. Right sizing parking is cited as one of the tools that can be used to encourage use of travel modes other than the single occupant vehicle, thus reducing total vehicle miles traveled. Reducing VMT can result in other desired outcomes such as reducing congestion, reducing air pollution, improving personal health of county residents, encouraging more efficient use of land, and maintaining and enhancing overall livability. Amendments establish the opportunity for electric vehicle charging spaces to substitute for standard parking spaces encouraging energy efficient development.

Plan compliance with Goal 13 is maintained with the amendments made by A-Engrossed Ordinance No. 827. The amendments are consistent with the County's acknowledged policies and strategies for promoting energy conservation as required by Goal 13.

### **Part 3**

## **URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN FINDINGS**

Section 3.07.810 of Title 8 of Metro’s Urban Growth Management Functional Plan (UGMFP) requires that county comprehensive plan changes be consistent with the UGMFP. The following A-Engrossed Ordinance No. 827 findings have been prepared to address Title(s) 1, 3, 4, 6, 7, 8, 11, 12, 13 and 14 of the UGMFP.

### **Title 1 - Housing Capacity**

Title 1 requires a city or county to maintain or increase its housing capacity (except as provided in Section 3.07.120) per the Regional Framework Plan which calls for a compact urban form and a “fair share” approach to meeting housing needs.

#### **RESPONSE**

A-Engrossed Ordinance No. 827 amendments to CDC Section 413 (Parking and Loading) generally reduce parking requirements for all housing, and for regulated affordable housing in particular. These reductions support housing by reducing the amount of land required to be dedicated to parking, which may result in achieving economies of scale that make housing development more feasible. Adding clear and objective off-street parking requirements related to regulated affordable housing will reduce housing costs, and encourage housing developers to build additional new affordable housing to help meet regional targets. The amendments are intended to comply with the state’s “needed housing” rule, ORS 197.303 – 197.307, which requires local governments to apply only clear and objective standards to the development of needed housing.

The amendments will not result in a decrease in housing capacity. A-Engrossed Ordinance No. 827 is consistent with Title 1.

### **Title 3 - Water Quality and Flood Management**

Title 3 protects beneficial water uses and functions and values of resources within Water Quality and Flood Management Areas by limiting or mitigating impacts from development activities and protecting life and property from dangers associated with flooding.

#### **RESPONSE**

A-Engrossed Ordinance No. 827 amends CDC Section 413 (Parking and Loading). The amendments reduce minimum parking ratios and encourage more efficient use of land. A-Engrossed Ordinance No. 827 is consistent with Title 3.



#### **Title 4 – Industrial and Other Employment Areas**

Title 4 seeks to provide and protect a supply of sites for employment by limiting the types and scale of non-industrial uses in Regionally Significant Industrial Areas (RSIAs), Industrial and Employment Areas. Title 4 also seeks to provide the benefits of “clustering” to those industries that operate more productively and efficiently in proximity to one another than in dispersed locations. Title 4 further seeks to protect the capacity and efficiency of the region’s transportation system for the movement of goods and services and to encourage the location of other types of employment in Centers, Corridors, Main Streets and Station Communities.

#### **RESPONSE**

A-Engrossed Ordinance No. 827 amends CDC Section 413 (Parking and Loading). The amendments reduce minimum parking ratios and increase flexibility for future development or redevelopment to better reflect prevailing demand, and are founded on local parking analyses, available research, and consistency with local and regional jurisdictions. These apply to industrial lands as well as other land uses throughout unincorporated Washington County. The amendments in A-Engrossed Ordinance No. 827 seek to protect the capacity and efficiency of the region’s transportation system for the movement of goods and services. Additionally, they seek to encourage the location of other types of employment in Centers, Corridors, Main Streets and Station Communities by encouraging the more efficient use of land and use of travel modes other than the single occupant vehicle, thus reducing VMT and congestion. A-Engrossed Ordinance No. 827 is consistent with Title 4.

#### **Title 6 - Centers, Corridors, Station Communities and Main Streets**

Title 6 calls for enhancements of Centers, Corridors, Station Communities and Main Streets as principal centers of urban life in the region via actions and investments by cities and counties, complemented by regional investments.

#### **RESPONSE**

A-Engrossed Ordinance No. 827 amends CDC Section 413 (Parking and Loading). The amendments reduce minimum parking ratios and increase flexibility for future development or redevelopment to better reflect prevailing demand, and are founded on local parking analyses, available research, and consistency with local and regional jurisdictions. Right sizing parking is cited as one of the tools that can be used to encourage use of travel modes other than the single occupant vehicle, thus reducing total vehicle miles traveled. Reducing VMT can result in other desired outcomes such as reducing congestion, reducing air pollution, improving personal health of county residents, encouraging more efficient use of land, and maintaining and enhancing overall livability in Centers, Corridors, Main Streets and Station Communities. A-Engrossed Ordinance No. 827 is consistent with Title 6.

## **Title 7 - Housing Choice**

To increase the supply of affordable housing opportunities, Title 7 implements policies of the Regional Framework Plan regarding establishment of voluntary affordable housing production goals to be adopted by local governments.

### **RESPONSE**

A-Engrossed Ordinance No. 827 amendments to CDC Section 413 (Parking and Loading) generally reduce parking requirements for all housing, and for regulated affordable housing in particular. These reductions support housing by allowing a smaller amount of land to be dedicated to parking, which may result in achieving economies of scale that make housing developments feasible. Adding clear and objective off-street parking requirements related to regulated affordable housing will reduce housing costs, and encourage housing developers to build additional new affordable housing to provide more housing choices. A-Engrossed Ordinance No. 827 is consistent with Title 7.

## **Title 8 - Compliance Procedures**

Title 8 sets forth Metro's procedures for determining compliance with the UGMFP. Included in this title are steps local jurisdictions must take to ensure that Metro has the opportunity to review amendments to comprehensive plans. Title 8 requires jurisdictions to submit notice to Metro at least 35 days prior to the first evidentiary hearing for a proposed amendment to a comprehensive plan.

### **RESPONSE**

A copy of proposed Ordinance No. 827 was sent July 13, 2017 to Metro, 34 days prior to the first evidentiary hearing. Metro provided no comments on the ordinance prior to or subsequent to engrossment.

### **Findings of Compliance with Metro's Regional Transportation Functional Plan**

Title 4 pertains to parking management and standards. A-Engrossed Ordinance No. 827 amends CDC Section 413 (Parking and Loading). Brief summaries of the applicable RTFP provisions and findings of compliance follow.

**Section A** – establishes minimum and maximum parking ratios for different kinds of areas.

**FINDING:** A-Engrossed Ordinance No. 827 amends minimum parking ratios (CDC Section 413-6) and increases flexibility (CDC Section 413-8) for future development or redevelopment to better reflect prevailing demand, and are founded on local parking analyses, available research, and consistent with the RTFP. In no case does the parking minimum exceed the value identified in Table 3.08-03. A-Engrossed Ordinance No. 827 does not amend the parking maximum ratios.

**Section B** – allows for variances from minimum and maximum parking ratios if local regulations include criteria for such variances.

**FINDING:** A-Engrossed Ordinance No. 827 amends standards for reductions to the minimum off-street parking. The reductions allowed establish context-based adjustment process for access to transit, shared parking agreements, mixed-use development, bike parking, and availability of on-street parking consistent with Section I below. A-Engrossed Ordinance No. 827 amends the total allowed reduction in the minimum off-street parking to 50 percent. A-Engrossed Ordinance No. 827 also provides the opportunity to conduct a parking analysis that would allow the Review Authority to reduce minimum off-street parking requirements, up to a maximum of 100 percent. The parking analysis must be prepared by a qualified parking or traffic consultant or civil engineer, would need to provide substantiated evidence for the parking reduction, and must ensure that lowered requirements would satisfy the expected parking demand for each phase of development, including the full buildout.

**Section C** – relates to the provision of free surface parking. Following an adopted exemption process and criteria, cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking, and other high-efficiency parking management alternatives from maximum parking standards. In addition, Section C allows cities and counties to provide for blended parking rates in mixed-use development and count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards.

**FINDING:** A-Engrossed Ordinance No. 827 amends standards for reductions to the minimum off-street parking that are intended to be context-sensitive, based on access to transit, shared parking agreements, mixed-use development, bike parking, and availability of on-street parking. A-Engrossed Ordinance No. 827 amends the total allowed cumulative reduction in the minimum required off-street parking to 50 percent from 40 percent.

**Section D** – relates to categories other than those listed in Table 3.08-3.

**FINDING:** A-Engrossed Ordinance No. 827 includes additional parking standards other than those listed in Table 3.08-3. Most of these parking standards were previously adopted and acknowledged by Ordinance Nos. 373, 402, 418, 471, 481, 486, 517, 520, 526, 528, 540, 551, 588, 589, 623, 662, 683, and 725. The new standards relate to Regulated Affordable Housing and require parking minimums and maximums consistent with Table 3.08-3.

**Section E** – requires local jurisdictions to provide for designated residential parking districts in local comprehensive plans or implementing ordinances.

**FINDING:** A-Engrossed Ordinance No. 827 does not amend the Washington County Comprehensive Plan or implementing ordinances. No parking districts have been amended or established.

**Section F** – refers to design requirements for larger parking lots (exceeding three acres in size) such as curbs, sidewalks and landscaping; and requirements for the placement of driveways.

**FINDING:** A-Engrossed Ordinance No. 827 amends Section 413-3.5 reducing the minimum number of vehicle spaces necessary to trigger the requirement for building a separate walkway within off-street parking lots from 100 spaces to 50 spaces, in order to facilitate safe pedestrian access and circulation.

**Section G** – requires local cities and counties to provide for on-street freight loading and unloading areas at appropriate locations in centers.

**FINDING:** A-Engrossed Ordinance No. 827 does not amend the applicable Plan policies or CDC standards relating to on-street freight loading and unloading areas.

**Section H** – includes requirements for short and long-term bicycle parking in multi-family residential developments; new retail, office and institutional developments; transit centers, HCT stations, inter-city-bus and rail passenger terminals; and at transit stops and park-and-ride lots.

**FINDING:** A-Engrossed Ordinance No. 827 does not amend the applicable Plan policies or CDC standards relating to short and long-term bicycle parking.

**Section I** – requires cities and counties to adopt parking policies, management plans and regulations for Centers and Station Communities, consistent with the requirements stated in Sections A – H. Plans must include an inventory of parking supply and usage and an evaluation of bicycle parking needs. Policies, plans and regulations must consider and may include the following types of strategies:

1. By-right exemptions from minimum parking requirements;
2. Parking districts;
3. Shared parking;
4. Structured parking;
5. Bicycle parking;
6. Timed parking;
7. Differentiation between employee parking and parking for customers, visitors and patients;
8. Real-time parking information;
9. Priced parking;
10. Parking enforcement.

**FINDING:** A-Engrossed Ordinance No. 827 amends standards for reductions to the minimum off-street parking. The reductions allowed establish context-based adjustment process for access to transit, shared parking agreements, mixed-use development, bike parking, and availability of on-street parking. A-Engrossed Ordinance No. 827 amends the total allowed reduction in the minimum off-street parking to 50 percent. A-Engrossed Ordinance No. 827 also provides the opportunity to conduct

a parking analysis that would allow the Review Authority to reduce minimum off-street parking requirements, up to a maximum of 100 percent. The parking analysis must be prepared by a qualified parking or traffic consultant or civil engineer, would need to provide substantiated evidence for the parking reduction, and must ensure that lowered requirements would satisfy the expected parking demand for each phase of development, including the full buildout.